

chain of yours is goin' to look when I, a stockholder in the bank, in this bondin' company, and in a dozen other things you organized, sick my attorneys into the courts and demand a showing, and appeal to Washington to examine at once the Second National Bank of Corydon. Why, Man, you aren't even goin' to have a chance to run away, because I've got private detectives doggin' you closer than you ever had 'em on Steele! You won't be able to eat, to sleep, to sit in your office, to walk, or ride in the streets, from this on, without someone watchin' you, until I've got you behind the bars, and this little row of dominoes you've stacked up is all fallen!

"But maybe you'd ought to be sort of thankful to me for takin' care of you so nicely. I sort of reckon that when the crash comes, if you ain't protected, a lot of your stockholders and depositors—poor devils!—would get hold of you and hang you to a telephone pole. It has been done, you know. If it wasn't for my likin' for young Steele, I'd stay here to edge it along, because I can't think of anything that'd hand me such a good laugh as to help pull the rope. You ought to be hanged. You couldn't get away with this stuff where I come from, you crab-legged, swindlin', sanctimonious thief!"

NOW and then through this, possibly the longest speech he had ever made in his life, he was interrupted by the financier, who ran a gamut of emotions, to end in mere groveling limps. He tried to speak; but nothing save queer noises came from him. "That's all right," growled the man at the desk. "You don't need to talk. I understand, all right. I'm goin' to leave it up to you whether I go through with it or not. I ain't got that wonderful sense of 'order, justice, law,' and all that stuff that you suffer with."

His sneer burned like acid, and he paused to enjoy for an instant the further writhings of the wretched culprit in front of him.

"I'm no shinin' example of anything, and I don't pose as no he statue of Justice tryin' to balance the scales," he went on. "I'm just a plain man, workin' in the interests of a boy he's taken a likin' to. If I can give one poor unfortunate cuss a chance to be a real man, I reckon the Lord Almighty will have hard work to find much in your account that'll show as well, Wardheim."

The financier wiped the sweat from his forehead and looked hopefully at the Westerner. "You mean that if I let Steele go, you'll—"

"Just that! You've still got some pull here. Folks ain't onto you yet. You square it up with the prosecutin' attorney and have the records cleared, and you can hang yourself on your own rope without my buttin' into the lynchin'." You can clean things up any way you see fit. Might tell the officials that you find you've got no case against Steele, and have the prosecutor get the warrant canceled, and the case quashed."

In desperate haste the banker got to his feet, for once acting without a pose, and making no effort to conceal his eagerness to accede; but his habit of acquisition would

not be denied, and he faltered, "Let's see—you said the other day you would reimburse us for all—"

"Reimburse nothin'! I ought to make you reimburse me for the money I've put into your worthless paper; but I won't. I'll just keep that to see that you make your word good about Steele; so's I can kick your playhouses over any time you don't play fair with him. You see, Wardheim, I don't trust you in any way. I know you to be a crook, a liar, and a hypocrite. And from this time on you'll know there's a little of your paper held by a man who has that opinion of you. You'll think about it quite a lot. You'll feel as if you were expectin' to be arrested any time, just like you made young Steele feel. It'll get your goat in time—you see if it don't!"

He got to his feet, slipped his pistol into his pocket, put his stiff, uncomfortable hat on his head, and went to the door. "At just noon tomorrow I shall call on the prosecutin' attorney to ask him if he's wantin' one John Steele for anything at all. If he says no, that there's nothin' against that young man, you and me are quits—for this time. If he says yes, I open the ball against you, and every company you're mixed with, before the courts close, just as sure as there's a God in Heaven!"

The door opened and shut, and long, free-sounding steps echoed in diminishing through the corridors as he passed out.

AT the same time the next evening two trains departed from the Union Station, one carrying Jack Steele, rehabilitated, toward Washington, the other carrying a seemingly contented old frontiersman westward; but before these two parted one of two of those nearby overheard a last remark and wondered thereat.

"It don't matter what the old man's gettin' back there," said the frontiersman, "it's your duty and you owe it to him to bring him out West with you, and it's your job, as long as he lives, to make him forget all about it. I'll have somethin' open for you by the time you get back. Cut out this wet-eyed stuff and tryin' to thank me. It makes me sick! To hell with it!"

Apache Tom smiled to himself in the train, after he had reduced himself to shirt sleeves, thrown a perfectly good derby hat out of the window, and dug a crumpled old felt from a handbag; but it was not such a wonderfully gleeful smile as he gave some six months later when, seated in the office of a new frontier commercial company he had financed, he opened a freshly received newspaper and read therein that J. Anthony Wardheim, mushroom financier, whose scandalous failure had stirred a certain Eastern city, had been arrested just as he was trying to escape aboard an Atlantic liner with a large amount of stolen funds carefully concealed in a double-bottomed trunk.

"Your old friend played the game double to the last," he remarked dryly as he tossed the paper to his manager, and then grinned sidewise at a quiet old gentleman who appeared to have nothing to do beyond admiringly watching his only son.

## SEA SAVIORS

mable materials as cotton, resin, pine tar, and turpentine, caught fire. Answering her signals of distress, the Seminole, then stationed off the coast of North Carolina, steamed to the rescue. After tremendous work, amid constant danger, the officers and crew of the cutter got the fire under control. Before they did so—for the fire ran into the second day—gas accumulated in the hold of the Berkshire and caused an explosion which blew off the hatch covers. After that there was a real panic. But the men from the Seminole finally quieted everybody and transferred the twenty-one passengers to the cutter. The Berkshire and her cargo were valued at five hundred thousand dollars.

One of the horrors of navigation, particularly coastwise navigation, is derelicts. Lost souls of the sea, rudderless, helpless, their only function is one of menace and danger to vessels that are manned. Whenever one of these floating engines of destruction is sighted by any commander, the news of it goes by wireless to the towers of Alington or to some other station. After that it is a matter of a day or a few hours before a cutter is at work towing the derelict into port, or, if she is of no value or her rescue is impossible, sinking her to the bottom, so as to remove any possibility of her hurting other ships.

Not long ago the Captain of a cutter in Alaska waters was told that a young native boy had a blood clot on his brain. The Captain took aboard the boy, his father and

mother and little sister, and carried them to a hospital.

Two cutters have lately been cruising the tumbling waters of the North Atlantic taking observations of the amount of ice there, its thickness and the direction of its movements, with the view of getting up a mass of information about the dangers of icebergs to Atlantic traffic. No sailor believes that they can prevent a disaster such as that which sank the Titanic; but they can warn ships by wireless, and gather information that will greatly lessen the probability of such catastrophes.

The charity to the sick child and the study of the Arctic threat are not very similar actions; but they show over what a wide range the work of the revenue cutter men extends.

And all of it—dangling on lifelines, discovering derelicts, dragging drowning women from icy waters, extinguishing fires at sea—is done by less than two thousand men at a cost of less than two and one-half millions of dollars. How little the service costs can be realized distinctly when it is remembered that each dreadnought the navy builds now is at an expense of ten million dollars.

Congress and the regulations do not provide many medals for these mighty mariners; but, if there is a Valhalla for valiant sailors, their standing in eternity will be at the top. They are the warriors of the waves—and each one of them could tell you stories that would excite the envy of Rudyard Kipling.



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